

# IL 60/83 AND WISCONSIN CENTRAL LIMITED RAILROAD GRADE SEPARATION STUDY

## EXISTING CONDITIONS

- Excessive Traffic Delays Due to Trains Blocking IL 60/83
- Queue Lengths Commonly **Exceed 1 Mile**
- Daily Traffic Delays due to Trains **Exceed 40 vehicle-hours**
- Number of Trains Continue to Increase
- Crossing Blockages Times Are Excessive (> 15 minutes)
- Local Emergency Response is Difficult when Railroad Crossing is Blocked
- Train and Roadway User Conflicts Exist

## RAILROAD CROSSING ALTERNATES EVALUATED

- Raise the Railroad to Pass Over IL 60/83
- Lower the Railroad to Pass Under IL 60/83
- Partially Raise the Railroad and Lower IL 60/83
- Partially Lower the Railroad and Raise IL 60/83

**Alternates Eliminated**  
*Cost Prohibitive*  
*Non-Feasible*

- Railroad Remains As-is and Lower IL 60/83 (Roadway Underpass)
- ★ Railroad Remains As-is and Raise IL 60/83 (Roadway Overpass)
- Widen Existing At-Grade Railroad Crossing to 4 Lanes

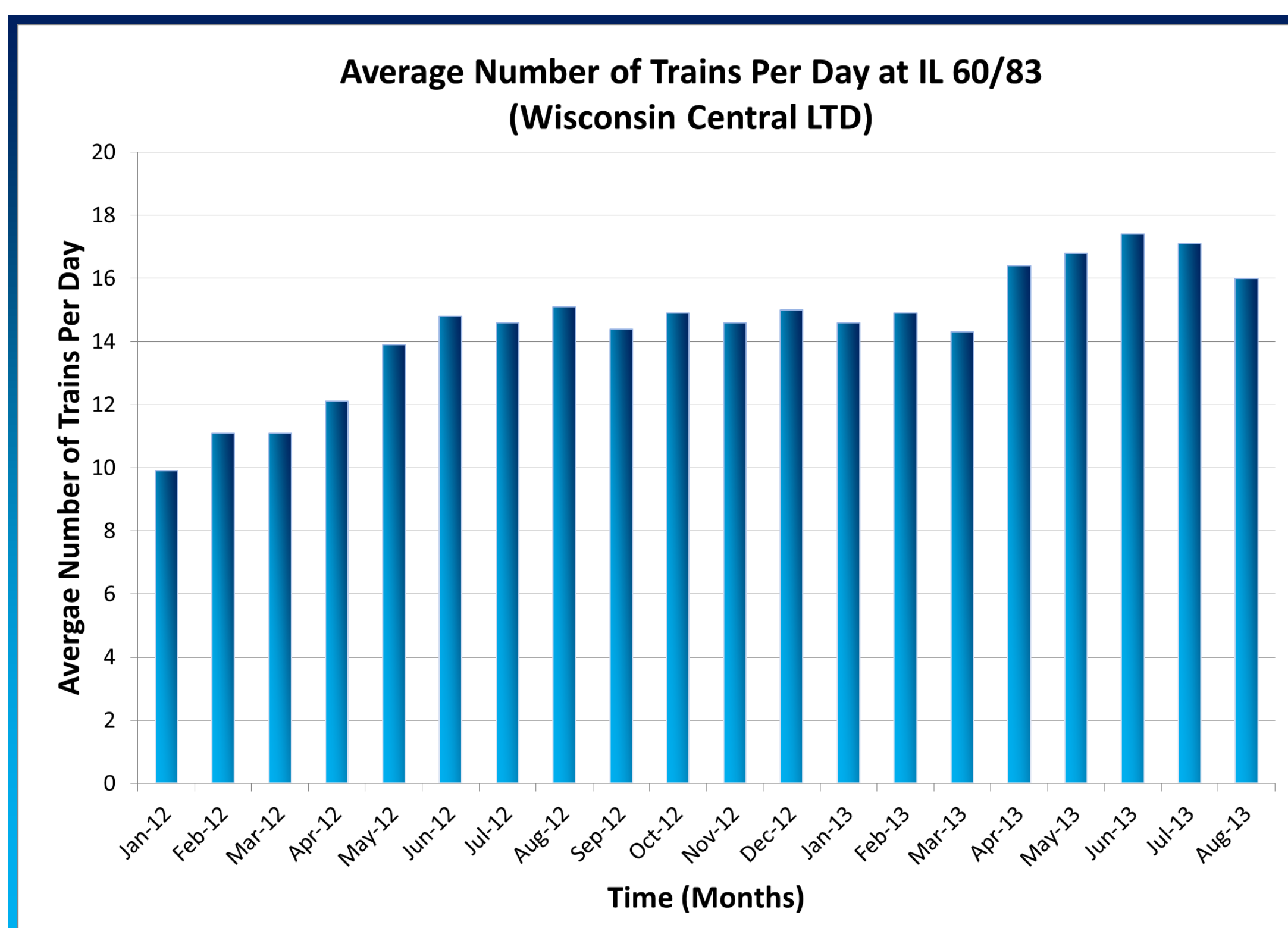
**Alternates Carried Forward**

★ DENOTES PREFERRED ALTERNATIVE

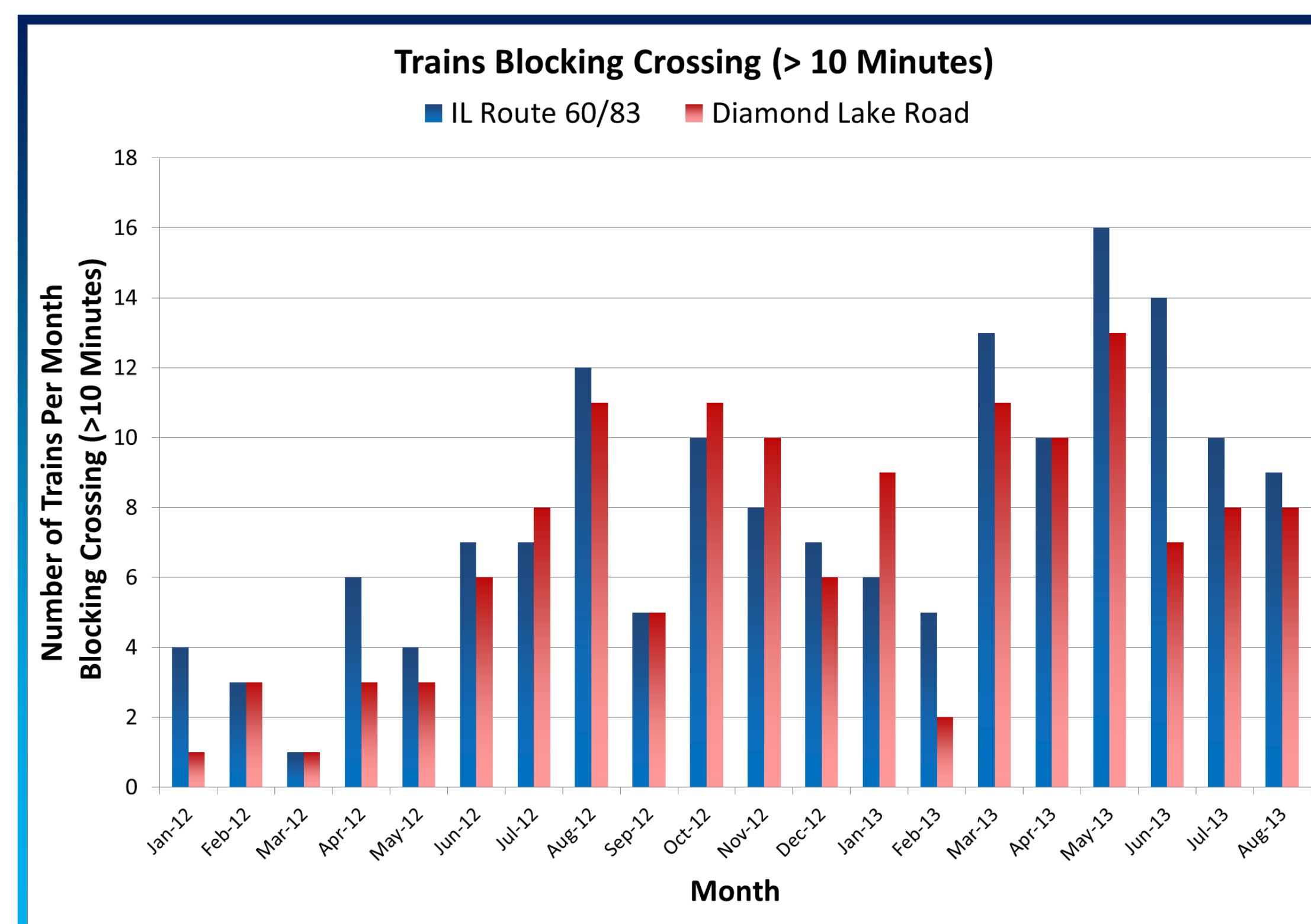
A railroad grade separation supports the IL 60/83 Purpose and Need by addressing the goals of improving mobility and safety for ALL roadway users.

## EXISTING AT-GRADE CROSSING INFORMATION

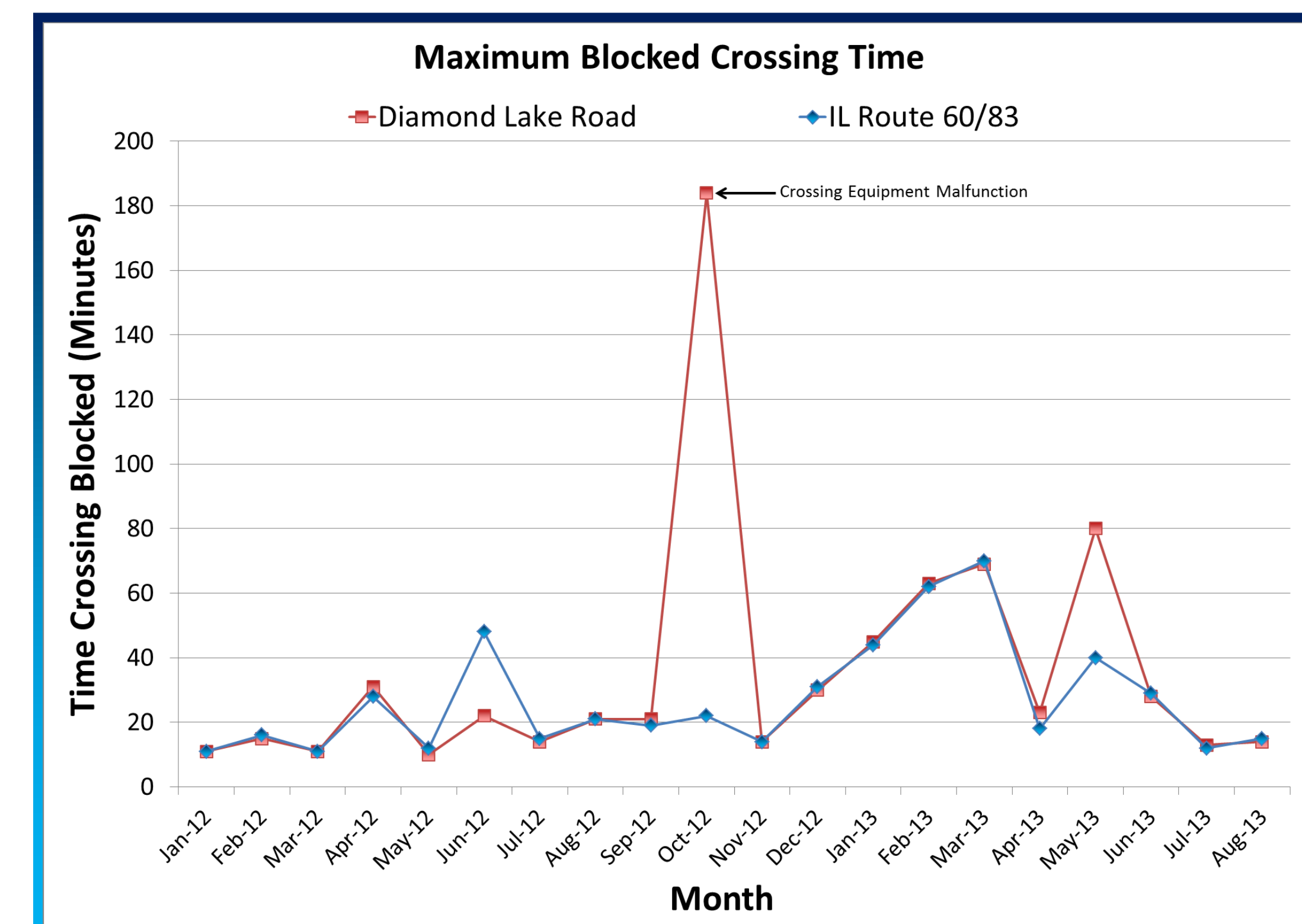
Number of Trains Per Day



Number of Trains Blocking Crossing



Longest Crossing Blockage Durations



## WHY A ROADWAY / RAILROAD GRADE SEPARATION?

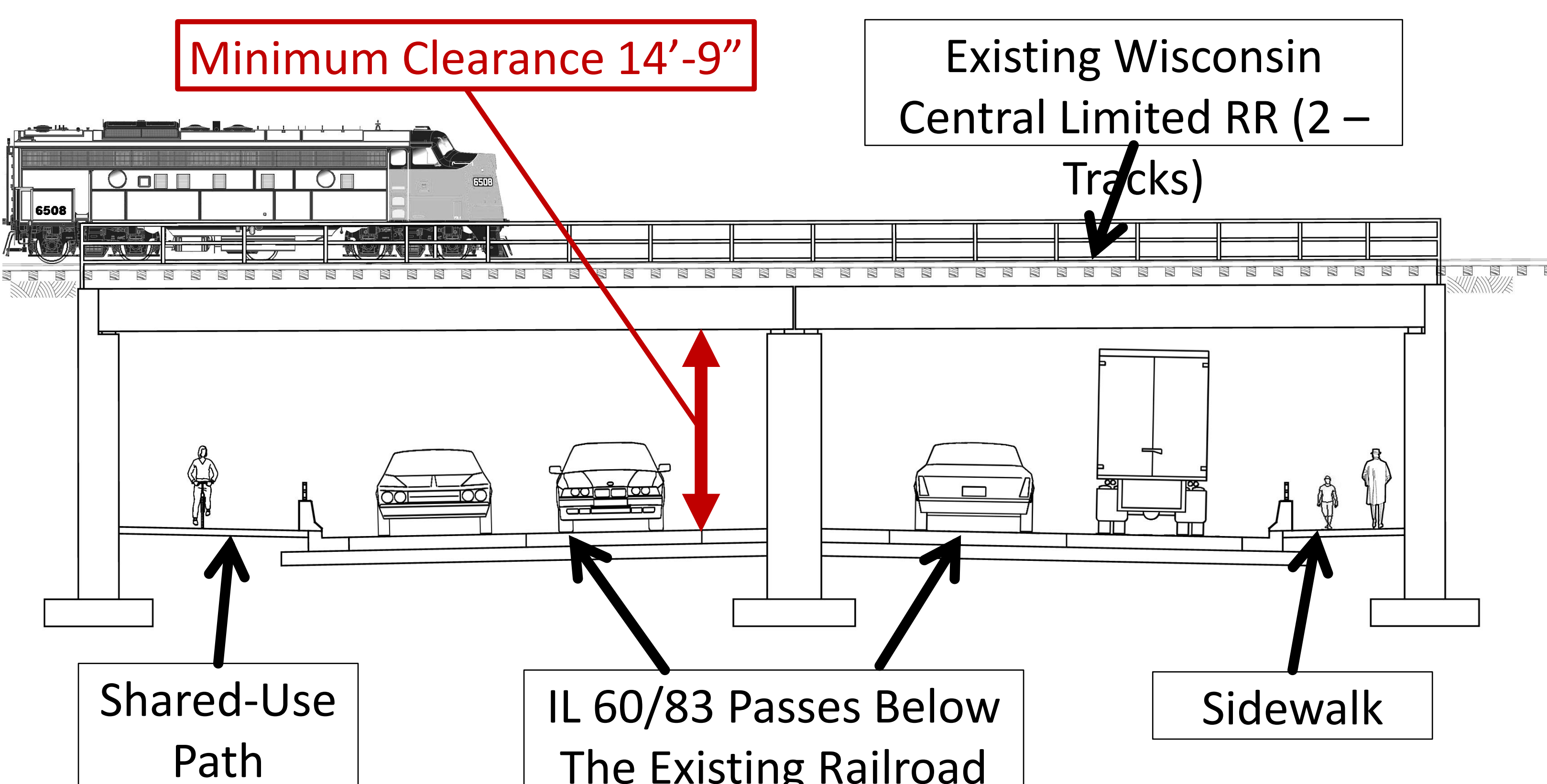
- Removes Potential Conflicts Between ALL Roadway Users and Trains
- Eliminates ALL Traffic Delay Related to Train Activity
- Reduces Lengthy Queues and Their Adverse Effects on Operations and Safety at Adjacent Intersections
- Improves Local Emergency Vehicle Response Times
- Improves Safety of ALL Roadway Users



Existing At-Grade RR Crossing



## ROADWAY UNDERPASS OPTION



## PREFERRED ALTERNATIVE

## ROADWAY OVERPASS OPTION

